Pathway

- The average left wheel path rutting is highest for US-64 (0.215 in), followed by NC-98-1 (0.205 in) and NC-98-2 (0.190 in).
- The average right wheel path rutting is highest for the NC-98-2 section (0.295 in), followed by the NC-98-1 section (0.225 in) and the lowest for US-64 (0.190 in).

Fugro Roadware

- The average left wheel path rutting is highest for NC-98-2 (0.192 in), followed by NC-98-1 (0.171 in) and US-64 (0.087 in).
- The average right wheel path rutting is highest for the NC-98-2 section (0.293 in), followed by the NC-98-1 section (0.203 in) and the lowest for US-64 (0.150 in).

3.6.4. Surface Defects

3.6.4.1. Definition of Distresses

The surface defects element of the AC-LTPP survey consists of three components each measured by the extent of the distress in square feet. The three components for this element are; asphalt bleeding, polished aggregate and raveling. Bleeding is characterized by excess bituminous binder occurring on the pavement surface, usually found in the wheel paths. The distress may range from a surface discolored relative to the remainder of the pavement, to a surface that is losing surface texture because of excess asphalt, to a condition where the aggregate may be obscured by excess asphalt possibly with a shiny, glass-like, reflective surface that may be tacky to the touch. Polishing is noted when the surface binder is worn away to expose coarse aggregate. Raveling is the wearing away of the pavement surface caused by the dislodging of aggregate particles and loss of asphalt binder. This distress ranges from the loss of fines to loss of some coarse aggregate and ultimately to a very rough and pitted surface with obvious loss of aggregate.

Preventative maintenance treatments (slurry seals, chip seals, fog seals, etc.) sometimes exhibit bleeding characteristics. These occurrences should be noted, but not rated as bleeding. Polished aggregate should not be rated on test sections that have received a preventive maintenance treatment that has covered the original pavement surface. Raveling should not be rated on chip seals.

3.6.4.2. Data Analysis and Results

Of the distresses constituting the surface defect element, only raveling was measured on the test sections and the results are summarized in Figure 3.97.

3.6.4.3. Discussion

Reference survey

- Raveling is observed only on the US-64 section

Pathway

- The highest raveling is observed on NC-98-1, followed by NC-98-2 and finally US_64.

Fugro Roadware

- A very slight amount of raveling is counted on NC-98-2.